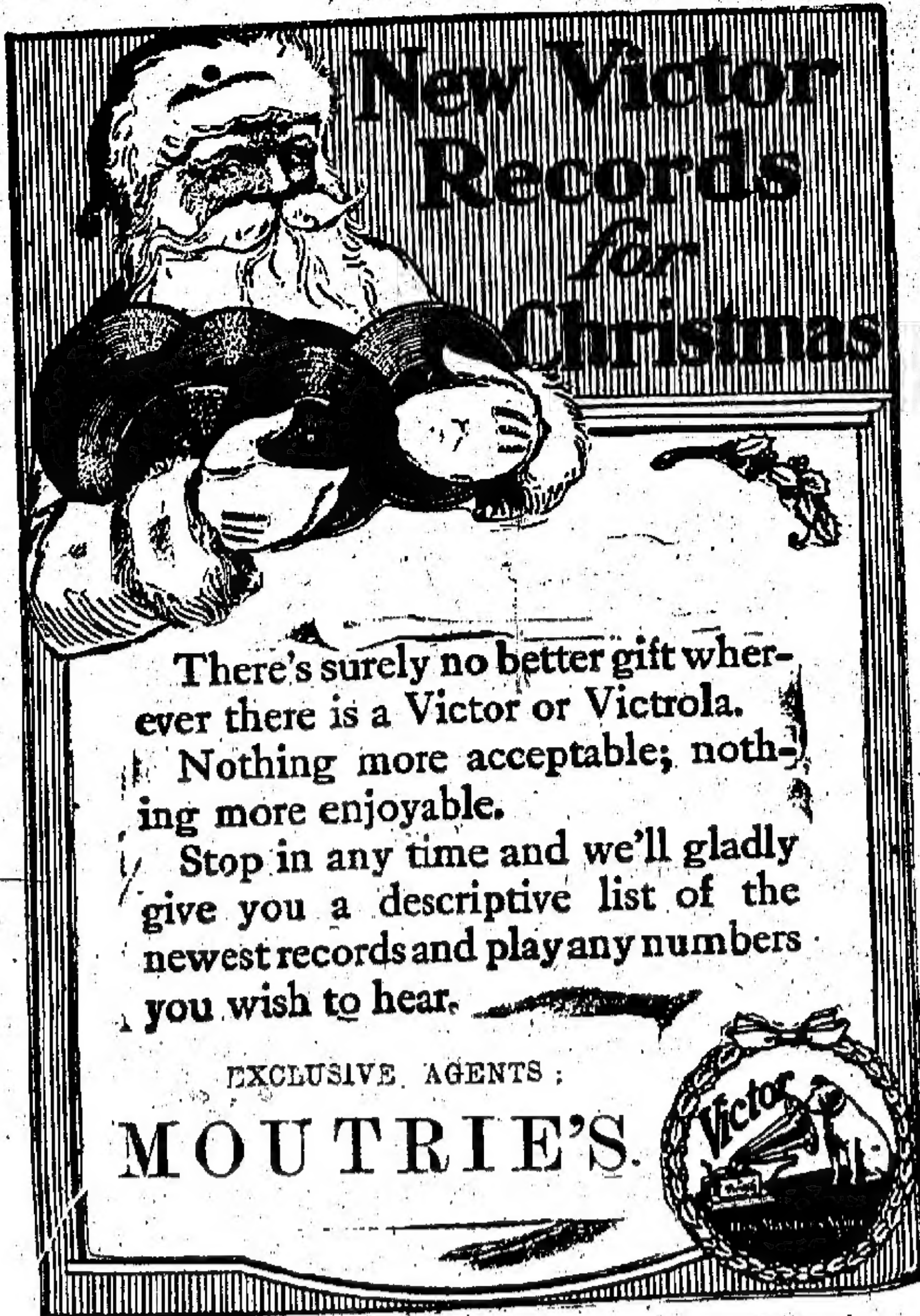


of Mr and Mrs. Geo. E. EYLE

ENTERTAINMENTS



New Victor Records for Christmas

There's surely no better gift where there is a Victor or Victrola. Nothing more acceptable, nothing more enjoyable. Stop in any time and we'll gladly give you a descriptive list of the newest records and play any numbers you wish to hear.

EXCLUSIVE AGENTS:
MOUTRIE'S

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

8.00 a.m. HONAM.	8.00 a.m. HEUNGSHAN.
10.00 p.m. FATSHAN.	4.30 p.m. KINSHAN.
8.00 a.m. HEUNGSHAN.	8.00 a.m. HONAM.
10.00 p.m. KINSHAN.	4.30 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651.	S.S. TAIHAN, Tons 2,003.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.	

EXCURSION TO MACAO.

SUNDAY, 9TH JANUARY, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANYING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANYI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [123]

IT STANDS TO REASON

that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. Their enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.

Beecham's Pills

have justified public confidence. In thousands of homes, to-day, experience has proved the beneficial results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a general condition of the bowels. It is a safe and prudent thing should you feel "out-of-order" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills

WILL DO YOU GOOD.

Sold everywhere in boxes, price 9/6 (36 pills) 1/14d. (56 pills) & 2/9 (168 pills).

ON SALE

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1915. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th August, 1915.

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

ENGLAND'S MAMMOTH MUNITIONS PLANTS.

HIGH DEGREE OF EFFICIENCY.

The war and its consequences pervade these islands, writes the London correspondent of the *New York World*,—but a far less vivid idea of what England is actually doing in furtherance of the war is obtainable in London than in the great manufacturing centres of the country.

Reading certain speeches and certain newspapers conveys the notion that London's state of mind is morbid. Away from immediate contact with these influences a far healthier, more patriotic, more self-respecting tone prevails.

LONG TRAINS FILLED WITH GUNS AND SHELLS MOVING TO FRONT.

I travelled from London to the impressive, prosperous and bustling city of Barrow in Furness. The war was with us throughout the journey. At every stopping place there were leave-takings between the soldiers and their relatives, troops trains were drawn up loaded with regiments en route for the south of England for transhipment to Flanders, or the Dardanelles.

Whenever a train arrived at an important station girls came along with trays of coffee and plates of buns and fruit for distribution gratis among the travelling soldiers. This was how the localities showed their practical interest in the comfort of the men.

It was a Saturday afternoon, and workers who had Sunday off were going considerable distances to spend it with their families.

All their talk was of "Government work," and so distinctive is the patois of the Midlands and Lancashire to the unaccustomed ear that much of it might be Greek. They were sturdy fellows as a rule, quite 40 per cent. of them within military age, but the majority apparently married.

One elderly man was telling how he was in a "shop" where they had an order for a quarter of a million of the buttons from which grenades are slung into the opposing trenches. "Aye, aye," he said, "there's one o' our boys for all that's left in these parts." The others chorused "aye, aye."

Another in the abrupt, concise language of his class told of the "main grand work" that's been done yon, "with a nod toward a Lancashire town where he had mounted the train, and they all said "aye, aye," again very solemnly.

Compulsory military service they spoke of with more detachment. "Aye—there are plenty chaps about doin' nothin' for the country should be fetched if they're wanted," said one; but the others took exception to this and said in their parts the bulk of the "chaps" had gone. But they were not excited over the question of compulsion. They evidently did not believe it had come within the pale of practical politics.

In the third-class cars there was general conversation, but the aloofness of the Englishman toward his fellows was curiously illustrated in the first-class dining car. A young officer was sitting at a table alone. They had not been introduced, and they never exchanged a word throughout the meal.

Each had the air of being oblivious of the other's presence. They must have had a good deal in common, but even comradeship in arms in face of the great national crisis was not sufficient to thaw their natural reserve. Yet no doubt, each was most anxious to have a friendly chat with the other.

I suppose when officers meet for the first time in the trenches they don't speak unless they have been introduced. Even powerful to shatter their aloofness.

When you speak of Barrow-in-Furness you naturally think of the great armament firm of Vickers, Maxim. It is what the Carnegie Steel Works are to Pittsburgh or the General Electric to Schenectady.

The naval yard showed at once convincing proofs of the accelerated activity of this firm since the war began. Warships of all dimensions—it is not possible to be more precise—were to be seen in all stages of construction down to the completed article. The din was terrific, the swarms of workmen employed most impressive. Warships have already left Vickers yard and are in commission at this moment which in peace time would still be on the stocks.

The submarine section was a startling revelation. While England has been destroying or capturing German submarines she has at the same time been feverishly enlarging her own submarine fleet—already greatly preponderant before the war.

SURPRISE FOR GERMANS.

Vickers have played and are playing a conspicuous part in this direction. I saw submarines of an importance, and I may say a novelty, that I had never dreamed of, and it can safely be predicted that when the time comes for their employment there will be some horrible surprises in store for the Germans.

Some of these dread engines of destruction and defence are already with the fleet, others are receiving their finishing touches, yet others are in their initial stages.

No girls were employed at Vickers until the war began. Now there are thousands and thousands of them dealing with the smaller sized shells. I was told that the girls are remarkably quick to learn, and that a fortnight's instruction enables a girl to take charge of a shell machine herself.

They include girls from families of all classes in Barrow and the neighbourhood, numbers of them much superior to any previously engaged in manufacturing work. Indeed, this is quite apparent to any one passing through the workshops, and it was equally noticeable what a remarkably high percentage of handsome, splendid-looking girls were bending over the lathes. There are several excellent examples close to the works, where they get their meals at practically cost price.

GOOD WAGES EARNED BY CLEVER GIRLS.

They earn good wages, being paid by piece work, with a bonus for exceeding a specified output. They are easy to manage, are not amenable to trade union restrictions, and in fact the main thing they demand is that they should be kept fully supplied with work. The bulk of them acquire a thorough mastery of their tools, are very conscientious in their work and make a noticeably small percentage of mistakes.

New batches of girl hands are being taken on and trained all the time, so that as the machines in the other new sheds are available they can be set to work without loss of time. Their praises were quite enthusiastically sung on all sides, one director declaring that "the women munition workers are proving to be the saving of the situation."

Women are also largely used in the fuse shops, and do nearly all the important work of gauging and examining the finished shells before they are passed on for final inspection first by the firm's own, and then by the Government inspector. I saw the day's output of 15-pounders standing in long rows at the end of the sheds, and it was enormous.

When it is remembered that the same work is being done in hundreds of other centres throughout the country, in many on a much more extensive scale, the extent to which Great Britain is turning out munitions of war can be faintly understood.

COFFEE REPLACES BEER.

Formerly cans of beer were regularly supplied to the men in the forges here as elsewhere, but under the war restrictions on drink they have to do the best they can on coffee or barley water. The practical result of this ordinance has been eminently encouraging. The only men who suffer are those who great part heavy drinkers and looked for great part of their daily sustenance to stimulants. These in many cases have lost working energy, but for the others temperance has enhanced their capacity for work and noticeably improved their health. This war if it does nothing else will give a tremendous impetus to temperance in these islands.

Vickers, amid their multifarious activities, are busily engaged in turning out the handy and destructive eighteen-pounder field guns of the British artillery. This gun is the prototype of the famous French "75," and as each army has a preference for its own weapon, its value can be imagined of the works is concerned with the assembling of turbine, propeller and submarine engines. Before being placed in position, whatever type of craft they are intended for these are set up in pits and undergo a series of the most exhaustive tests at the hands of experts, who minutely examine all the working parts. If they fail to comply with the specifications in any particular they have to be perfectly adjusted before they are passed for fitting on board ship.

Some of the new types of submarine engines are miracles of compactness and power, and they have more than complied with the very exigent requirements of the naval authorities.

Many of the improvements introduced in this and other types of work, and particularly the amazing acceleration of production on all hands, are due in considerable measure to the relaxation of the rigors of red-tape, so that these great and experienced firms can operate more freely along their own lines.

The results have amply justified the change, which probably nothing short of a war of this unprecedented magnitude would have been sufficient to bring about. Barrow, like all the other towns I visited, has all the appearance of high prosperity. There is no unemployed problem—the problem is the other way.

The ordinary workmen, together in many cases with their wives and daughters, are earning big wages, anything from 60 to 200 or 300 per cent. more than in peace time. No wonder they are well dressed, have improved their standard of living, and spend more money on amusement.

This period puts the acid test on the English and Scottish workman's capacity for thrift. On all hands I hear that they are not saving as much money as they should. They do not realise the fact apparently that this is a thoroughly artificial prosperity, and that after the war there must be hard times.

In the munition centres—which comprise in a great degree all the manufacturing districts of the two countries—the wage earner is now in a position to provide against industrial depression, lowered wages and heavy direct and indirect taxation that must follow the war as surely as day follows night.

Organised efforts are now afoot to bring home to the mind of the workman the vital necessity that they may be successful. They are certainly very necessary. One salutary result of the war is apparently universal—the checking of the drink habit. This involves a big loss of revenue, but it is revenue well lost.

Mr. J. B. Sutor, commercial commissioner in the East for New South Wales, states that in Australia the regulations in regard to prisoners of war are very severe, and that only recently a German prisoner was shot for disobeying orders.

NOVEL METHOD OF OATH-TAKING.

A goldsmith of Ayrpatana, Ceylon, sued another goldsmith for £300 due on a pro-note. Defendant filed answer admitting liability only of £65 which he deposited in court, while claiming a certain sum from plaintiff in reconvention. When the case was called the defendant, through his counsel, challenged plaintiff to take an oath at a Tamil Kivil in the following manner:—Plaintiff, between noon and 1 p.m. on a Friday, should take a oath and garland himself, boil rice, and proceed to the temple, where a fowl must be killed and sacrificed, and on its blood the oath must be taken declaring his claim just and true. To this, plaintiff agreed and the magistrate entered judgment for him for the full amount with costs, dismissing defendant's claim in reconvention. It was also recorded that in default, plaintiff's action be dismissed with costs and defendant's in reconvention allowed.

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AVENGING FATHER.

THRILLING STORY OF HOW HE MADE THE ENEMY PAY.

The following story, pathetic as well as terrible, is quoted by the *Territorial Service Gazette* from a letter home by a non-commissioned officer of a Territorial battalion:—

"Of the bombing party with which I served," he writes, "one of the keenest was a man whose sons had been killed in the early days of the war, and he had also lost a brother. Though he was well over the military age he had managed to pass, and from the first day of his arrival at there his mind was obsessed with the idea of avenging the death of his sons."

"When his chance of getting to close quarters came he was not slow to make use of it. He dashed forward at the head of his party, and hurled a bomb into a section of the German trench accounting for over a dozen of the enemy. At one point where the enemy were developing a counter-attack the old man rushed forward and dropped bomb after bomb into them, finally dispersing them single-handed."

"Later in the day he seemed to be everywhere. Sometimes he was bomb-throwing, at other times he was doing bayonet work, and occasionally he lent a hand with clearing away wounded men. Always he seemed to remember his 'darling boys,' as he called them, and many a German whose account was settled that day must have wished that those 'boys' had never been killed. For a while I lost sight of him, and when I saw him next he was lying wounded."

"It was plain to be seen that he was booked through, and he knew it as well as we did. He smiled a little when he saw me, but it was the smile of a man weary of life and waiting for death. 'Hard luck,' he said, 'but anyhow, I've made the Hunns pay for killing my boys.' When I came back a few minutes later he was dead. At his request they buried him with him photos of the 'darling boys' and the old woman."

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

2.—The three Sections of the Machine Gun Company will take part in field operations on 9th inst. Further particulars will be notified later.

3.—Musketry. Trained men's course, Part II, (Standard Test) will be carried out at King's Park Range as follows:—

Saturday, 8th inst., 2.30 p.m.—No. 2 Section Army Battery. Officer on duty at firing point: Lieut. Danby. Officer on duty at butts: Lieut. Weald. Sunday, 9th inst., 9.30 a.m.—Civil Service Company. Officer on duty at firing point: Lieut. Lindell. Officer on duty at butts: Lieut. Murphy. Corp. Grimes, R.E., will attend. N.C. Os. of the units firing will assist him. Uniform (Drill order) to be worn. The Officer in charge of the firing point is to check the ammunition both before and after firing each day.

4.—Parades for to-day.

7 a.m.—Members of Signalling Section and other Signallers as detailed in Signalling Section Order dated December 8th, 1915: Morse flag practice at Headquarters.

5.10 p.m.—Centre Section M.G. Co.: Machine Gun Drill at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m.

5.15 p.m.—Nos. 1 and 2 Sub-sections Artillery Battery (as detailed in Corps Order No. 4 dated December 8th, 1915: 10 pdr. gun drill at Headquarters. Sergt. Bradley will attend. Right Section M.G. Co.: Section Drill and Rifle exercises at Headquarters. Remainder, at Headquarters.

NOTE.

The Scouts Company will parade on Friday, 7th inst.

5.—Gun Club Hill, Kowloon:—On duty until morning of 8th inst.—H.K.V.R.

Next for duty—No. 2 Section Army Battery.

Officer on duty—Capt. W. M. Scott. P. of W. Camp, Kowloon:—On duty until morning of 8th inst.—H.K.V.R.

Next for duty:—

Jan. 8th.—Scouts Co.: Capt. Stewart. Jan. 9th.—Scouts Co.: Lt. Murphy. Jan. 10th.—Scouts Company: Capt. Hutchison.

Jan. 11th.—Centre Section M.G. Co.: Lieut. Wright.

Jan. 12th.—Civil Service Co.: Capt. Churchill.

January 13th.—No. 1 Sec. Art. Batty. and Left Sec. M.G. Co.: Lieut. Rees.

Jan. 14th.—Right Section M.G. Co.: Lieut. Kennett.

Orderly Sergeant from 8th to 16th inst.: Sergt. H. G. Hegarty.

HONGKONG POLICE RESERVE

PARADES.

In Uniform, caps and covers, rifles, and ammunition.

Tuesday, January 4th.—No. 1 Company, 5.30 p.m.

Wednesday, January 5th.—No. 2 Company, 5.30 p.m.

Thursday, January 6th.—No. 4 Company and Recruits of all Companies, 5.30 p.m.

Saturday, January 8th.—Combined parade of all ranks at Central Station at 2.45 p.m. sharp.

MUSKETRY.

Sunday, January 9th.—All Inspectors and Sergeants will fire Part 2, leaving Blake Pier at 9 a.m. Uniform, with helmets or caps as directed.

PROMOTIONS.

The Hon. C.S.P. has sanctioned the following promotions in No. 1 Platoon of No. 1 Company:—P.O. W. A. Butterfield and A. Gibson to be Sergeants.

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled. Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Out-houses and Grass Tennis Court. Shortly available for occupation. Apply to—**DAVID SASSOON & Co., Ltd.** Hongkong, 32nd December, 1915. [114]

TO LET—FURNISHED.

NO. 51 CONDUIT ROAD, 8 Rooms, 4 Baths, h & c, Ample servants' Quarters, Two Tennis Courts. From 1st of March to end of year. Apply to—**COLBOURNE LITTLE**, 18 Bank Buildings. Hongkong, 21st December, 1915. [111]

TO LET.

OFFICES in Queen's Building. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.** Hongkong, 8th December, 1915. [105]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916. Apply to—**J. VINCENT BRAGA**, Togo Kisen Kaisha. Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, Peak. Apply to—**M. J. D. STEPHENS**. Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS," 188, Magazine Gap. Thoroughly renovated and repaired. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.** Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—**DEACON, LOOKER, DEACON & HARBTON**. Hongkong, 19th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Park Road, No. 141, Plantation Road, No. 141, Plantation Road. Apply—**LINSTEAD & DAVIS**. Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Kowloon. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.** Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Building. Second Floor, Overlooking Harbour, immediate possession. Apply to—**SHEWAN, TOMES & Co**. Hongkong, 2nd December, 1915. [83]

TO LET.

OFFICES at 2, Connaught Road. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.** Hongkong, 4th November, 1915. [82]

TO LET.

OFFICES in King's Buildings. OFFICES in Des Vaux Road Central. HOUSES in CLIFTON GARDENS. Conduit Road. NEW HOUSES in Broadwood Terrace. HOUSES at the Peak. No. 1, MORETON TERRACE, Canseway Bay.

GODOWNS, at Wanchai. Nos. 1 & 2, WEST END, TERRACE CANTON. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.** Hongkong, 4th November, 1915. [82]

TO LET.

TWO ROOMED-FLATS in Nathan Road. Kowloon. **THREE-ROOMED FLATS** in Humphrey's Buildings, Kowloon. **FOUR-ROOMED FLATS** in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—**HUMPHREYS ESTATE & FINANCIAL Co., Ltd.** Alexander Buildings. Hongkong, 29th December, 1915. [59]

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

A APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of Mr. ARTHUR ROBERT DONNELLY or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 9518—50 Shares numbered 234577/234628 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.

For the GREEN ISLAND CEMENT CO., LTD., **SHEWAN, TOMES & Co.** General Managers. Hongkong, 14th December, 1915. [109]

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REVENUE OFFICER'S TRAGIC DEATH.

Revenue Officer James McMillan committed suicide at about midday on Sunday at his residence, No. 1, Naval Terrace, by shooting himself through the head with a revolver. He was one of the most popular and efficient men in the Revenue service, and his tragic death came as a severe shock to his colleagues and to the many friends who bright and sunny temperament had attracted. Apparently he had experienced financial difficulties, and on Saturday, it is said, he repeatedly threatened to take his life. On the Friday he was to be seen, in the attire of a clown, romping about like a veritable schoolboy and amusing the children at the Civil Service annual sports.

Deceased was formerly in the Royal Garrison Artillery and served in the South African war. He left the Army while in Hongkong in 1911 to join the Police. Three years later he transferred his services to the Revenue Department, and had latterly figured with Revenue Officer Wilden in several important opium seizures. He was a Lance-Corporal in the Hongkong Volunteer Engineers.

The funeral took place at Happy Valley last evening, deceased being accorded a military honour.

EXPLOSIVES AND BOMB CASES. DETECTIVE'S DISCOVERY.

At the Magistrate's yesterday, before Mr. J. B. Wood, a Chinese named Ko Shu, was charged with possessing 15 bomb cases at Hill Road.

Mr. P. W. Goldring represented the defendant.

An Indian sergeant deposed that he stopped defendant with the bundle which contained the cases.

Mr. Goldring stated that his client's contention was that the tins were for the purpose of holding aniline dyes. That was the statement he had made to the Police, also when he was arrested.

A Sergeant Interpreter at the Central Police Station stated that when the man was brought to the station he said that another Chinese had asked him to take the cases to a house in Hill Road, but he did not give any number. He took them there and they were received.

Mr. E. R. Dovey, Government Analyst, said he believed the tins were used for the purpose of making bomb cases. They were exactly similar to other tins which were made to take a tube arrangement for a detonation. There were fittings which were exactly similar to those which he had seen in another case. These cases worked perfectly. There was no reason why the tins should not be used for holding aniline dyes, but they were rather common for holding such a valuable substance. The dyes were usually sold in glass bottles.

Sergeant Cooke deposed that he went to the house and there found several tins similar to the ones produced, some of which contained explosives. Some men were arrested. The boxes in which the tins were found were covered over with cotton wool. In rolls of cordite were found 281 sticks of dynamite, some acids, glass tubes containing liquid, and a card-board box containing some powder like sugar. They also discovered a quantity of gelatine.

Mr. Dovey (recalled) stated that he was present at the house when the explosives were discovered. He also saw there seven coils of fuse and four boxes of detonators. The outfit was complete for the making of bombs.

Mr. Goldring said there was no case at all. There was no definition in the Government Ordinance as to what constituted a bomb case: a cigarette tin might be used for a bomb case. The prosecution could not show that his client knew what the tins were for.

His worship—It seems to me there is a case to answer.

Mr. Goldring said the man had been employed at the Naval Yard and by the Electric Light Company. He was a man of good character. He had now taken a ship in a short and when a man asked him to make the cases he did not wish to turn away business.

The case was adjourned.

FOOTBALL.

SHANGHAI CHARITY MATCH.

The annual charity football match which was played on the Recreation Club's ground on Christmas Day, between the Shanghai Recreation Club and the Shanghai Football Club, ended in a draw of three goals each, and will, therefore, have to be replayed. The net proceeds of the match are expected to total well over a thousand dollars.

INDUSTRIAL DEVELOPMENT OF CHINA.

SOME RECENT OPINIONS.

BY PROFESSOR MIDDLETON SMITH, M.Sc.

At present the workshops of Europe and America are in a state of feverish activity. Almost every lathe and machine tool is being used, directly or indirectly, for the production of munitions. Fortunately, there is a limit of time, even in warfare. In a few months, or in a year, or in three years, the present great demand for shells and machine-guns will almost cease. Then will commence new anxieties. A market will be necessary to keep the lathes and their attendants busy. It is already evident that great hopes are fostered in Great Britain by the belief that China will absorb a great deal of machinery in the near future.

TRAVELLERS FROM HOME.

Mr. Ainscough, the British Trade Commissioner, has recently been giving the home manufacturer the benefit of his impressions, recently formed while visiting eighteen of the Provinces of China. He pointed out some interesting facts about our German competitors. They had obtained, he said, a practical monopoly of two enormous lines of trade, viz., arms and munitions and aniline dyes. "With the large commissions earned on those two lines they had been enabled to stand the expense of agencies in the principal towns—at any rate in the capital towns of the provinces—and to push their other lines of trade. This applied, perhaps, more to engineering than to the cotton trade." This official commissioner passed through Hongkong. He seemed to be impressed by the amount of German machinery which had been imported into China. Since the year commenced, of course, such imports have almost ceased.

Mr. Riddle, also, recently gave his views concerning industrial development in China. He spoke to a Midland audience. What seemed to surprise him most was the fact that, right inland, there is a great demand for electrical goods. He visited a town where there was no European building. The people crowded round him in the street, so surprised were they to see a white man. Yet the place was supplied with electric light and used metallic filament lamps.

Mr. Arthur Preuss, a well-known London engineer, has been recently visiting Shanghai and Hongkong, in connection with the development of the electricity supply schemes of both places. He, also, was surprised at the industrial development of the last few years.

The mail of to-day brings the well-known technical journal, the *Engineer*, published about six weeks ago. It contains a leading article on "Our Engineering Trade with China," possibly written by the special commissioner which that journal sent out to China about two and a half years ago. It commences as follows:—"An enormous field will be open in China to British engineering trades after the war, provided that the efforts put forth by British firms receive adequate support at the hands of the Government and of the banks which conduct business with the Far East, and whose principals are quite familiar with the customs and the business methods of the people." Other influential technical journals have said very much the same sort of thing.

SUPPLY AND DEMAND.

These various views all support the same general theory. Until the war is finished the engineering trades of the world will be too busy at work on munitions to worry very much about new markets. As soon as peace is declared there will be great efforts to sell machinery to China. It may be not without interest to suggest the probable developments.

The three chief branches of applied science which will benefit seem to be railway engineering, mining engineering and electrical engineering. In the development of railways lies the chief hope of those who look for a period of peace and tranquillity in China. The railway and the telegraph are forces which can make the country smaller and easier to handle. As education is the enemy of despotism, so is the railway the enemy of revolutions. It seems reasonable to believe that the political difficulties connected with railway concessions in China will be easier of solution after the war than they were before it commenced. Even if the schemes now in abeyance are carried out, there will be a period of activity. There has been in the past few years so much desire to obtain railway contracts in China that it is hardly probable that the financial difficulties of the future will be insurmountable.

With regard to mining, China, which up to the present time, has hardly been scratched, seems destined to yield some of the biggest mining enterprises of the world. Just as the Chinese shareholders in the Kailan Mining Administration touch dividends they never did before, so will other and similar enterprises yield good returns. Prosperity soothes. There will be no resentment of a joint Chinese and foreign control when it is fully appreciated that the result is very profitable to native as well as foreign shareholders. Mines will play a very big part in the growth of the New China. They demand close attention. Mr. A. J. Hoskin, in showing the relative values of mining, agriculture and manufactures in such a country as the United States, has pointed out that, in one year, agriculture produced about \$725 (gold) per capita, mining \$1,010, and manufacturing \$760. The lucky possessors of certain antimony mines in China have had the full benefit of the recent remarkable rise in the price of that mineral. Religious or superstitious fears about disturbing a grave, or liberating the hidden spirits of the earth, have a way of disappearing when large profits seem probable. Judging from the romantic history of the Kailan Administration, it does seem to be possible to create in China a demand for up-to-date mining machinery.

The demand for electrical machinery, especially that used for lighting active towns, continues to grow. During the last year, despite the difficulties of deliveries, there has been a considerable supply. When prices come down after the war, and easier methods of payment are possible, there will be an increased demand. The industrial centres, such as Shanghai, Hankow and Hongkong, will provide a market for other kinds of electrical apparatus.

THE FOUR CLASSES.

Although, just now, the engineering trades are not anxiously concerned with the China market, they will benefit later on by the continued spread of technical education. Each year the number of Chinese who understand something about scientific work increases. All these act as missionaries of industrial development in their own country. It is quite true that, in common with almost everything else in this world, technical education has been affected by the great war. It has been possible, however, in most places, to "carry on." Progress may have been the case had Europe remained at peace, but it has been satisfactory. Doubtless, when the war is finished efforts will be made to provide better instruction for mining engineers in China. There is every reason to believe that the Chinese themselves are anxious to do everything possible to foster the growth of Western learning in their own country. Every one of them who is trained in whatever branch of study, by English teachers will naturally have sympathies with the country with whose literature they are acquainted. It is only during the last few years that English engineers have fully appreciated the fact that there is a certainty of industrial development of China. They think that the rate of progress will be greatly affected by the education which the Chinese obtain.

It has been said that in England society is divided into three classes, viz., those who change their dress for dinner, those who do not, and those who have no dinner at all. In China there seems to be four classes. They are merchants, officials, farmers and robbers, all of them, have one great object in view—the acquisition of wealth. Another class is being evolved. The leaders will be called Captains of Industry, and they will become very rich. There was an old prophecy in China that as the Ming dynasty came to an end when the temples were restored, so the Ching dynasty would come to an end when the roads were put in order. The Ching dynasty did fall with the opening up of new railroads. As these extend, and as the mines produce their hidden wealth, the robbers and bandits will disappear, and industrialism will make great strides in China. It is comforting to know that there is still a very large country ready to absorb machinery of all kinds. For at the close of the war Great Britain will be in a position to supply much more than was used up in the old markets.

FAR EASTERN MEN AND THE WAR.

MR. KENNETH DOUGLAS.

The following news has been received from Sir F. S. A. Bourne, C.M.G., about his son:—"Kenneth has just been over for five days' leave. I have never seen him looking so well. He is I am glad to say, in an excellent billet. He took up with bombing as soon as it started and is now Brigade Bombing Officer in the 75th Brigade. He lives in a house with the Brigadier. He teaches bombing four days a week and inspects and arranges supply of bombs, etc., the rest of his time. We have now an excellent bomb called the Mills egg, one went off by accident and killed six men and wounded twenty-three; it explodes four seconds from the time of leaving the hand."

"EXPORTS UP, IMPORTS DOWN."

HOW THE AVERAGE MAN IS AFFECTED.

In piping times of peace few people give a thought to international finance and trade. It is a very difficult subject, one that does not touch the average man in any activity of his life, and he is well content to leave it to the politicians who are supposed to understand such things and the financiers who do.

The average man is wrong. If he had taken a keener interest in national affairs and trusted the politicians less the history of the last fifteen months would have been different. Regarded from another standpoint, the average man is one of the owners of a great business and ought to have sufficient knowledge of the general principles on which it is conducted to be able to check those who manage, or mismanage, it as the case may be.

Once reduce the international financial position created by the war to the terms of an ordinary balance-sheet, and the average man has no need of the assistance of the directors (Cabinet Ministers) to decide how we stand or what we ought to do. Let us get down to the foundations of it. In 1913, the last complete twelve months before the war, the total value of the import and export trade of the United Kingdom was \$1,403,555,000.

When statisticians and economists juggle with such prodigious sums, dividing, classifying, and grouping them, working out percentages and curves to prove whatever pet theory they happen to have in view at the moment, we are apt to regard them as figures only, and to forget that official statistics only show the sum total of transactions between individuals. Behind the vague generalities of the economists we can clearly see the dim figures of the British merchant and his customer overseas, and it is merely the sum total of the personal transactions between these individuals that the economists handle so dexterously. If we can influence the actions of individuals, we can alter those trade statistics. Do they need altering? Let us see.

Of that 1,403 million sterling, 768 millions represented the value of imported goods and only 635 exported goods.

That gives us an excess of 768 millions of imports. It is true we are disregarding imports and exports of bullion, but that need not concern us, because before the war we imported more bullion than we exported and during the last five years the difference was only 36 million altogether.

For many, many years there has been an excess of imports over exports, and knowing as we do that foreign trade is always conducted on the basis of exchange, we see at once that there must be other factors than those mentioned that restore the balance. We find them in the interest on our foreign investments, valued at some \$4,000,000,000, and in the services rendered by our own shipping on the one side and in the steady increase in our foreign investments on the other.

At 4½ per cent—a low estimate—the return from foreign investments would be \$180,000,000. Shipping probably brings in at least as much, so that our apparent adverse balance is more than wiped up by these invisible exports, as the experts call them, and the margin representing increased investments can safely be set down as part of the national savings in peace time. For many years England has been getting steadily richer.

Perhaps we might have done even better; we will not enter into that now, but that she was doing as well as she did was some excuse for those who believed all was for the best and left it at that. In 1914 came the war, and despite seven months of peace the final returns showed a decrease of exports of 108 million pounds and a decrease of imports of 78 million pounds.

There was nothing very alarming in these figures. There might easily have been an end to all foreign trade on a credit basis as we know it. Fortunately that danger was avoided, and we had reason for congratulation, though there was a weak point that did not yet reveal itself to everybody.

It was this. The British Government was buying enormous quantities of war material for itself and its Allies from foreign countries, and the figures relating to these transactions do not appear in the monthly official trade returns.

Now we come to the present year, and we find that, apart from Government purchases abroad—an enormous item—during the first ten months of this year there has been compared with 1913, which was the last complete year before the war, an increased importation of \$22,000,000 and a decreased export of \$131,000,000.

In other words, our excess of imports for ten months has been \$213,000,000. Probably 25 per cent. of our shipping has been taken up by the Government, but, at present rates, the remainder is earning far more than the whole mercantile marine earned in normal times.

Still, our figures show quite clearly that the comfortable conditions of pre-war days have gone. No longer do our exports, visible and invisible, balance our imports with a margin to spare for foreign investment.

On the contrary, we have been obliged to sell many of our foreign securities abroad to keep down the rising balance against us, particularly in countries from which we are getting great stores of munitions, and the British Government has been glad to buy foreign bonds held by British subjects and send them back to the U.S.A. for redemption there to help to pay for the goods we have bought. The best and simplest way to ease the situation is to increase our exports and to do without many of the things we are now importing. That is where the average man comes in again. Just now he can render his country magnificent service (1) by not using anything that he can do without that comes from abroad, unless from one of our Allies, and (2) by selling as many goods abroad as he can make or get hold of.—Daily Mail.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR

GOLF.

SPALDING'S "GOLD MEDAL"

CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.50 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

GOLF SCORERS, CADDY BAGS, CLOCK GOLF.

GOLF PAINT, TEES, CAPTIVE GOLF, ETC.

JUST ARRIVED: NEW CONSIGNMENT OF

SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & CO.

[21]

MILD-COOL-FRAGRANT.

ROSITA

One of the Best Cigars of the East. Made of the finest selected SUMATRA TOBACCO by experienced workmen.

ONE TRIAL makes you a Customer.

TINNED BOXES OF 50 CIGARS \$4.25.

Obtainable at:

THE HONGKONG CIGAR STORE.

A. S. WATSON & CO.

GRÆCO-EGYPTIAN TOBACCO STORE.

SHERIFF & BROS., 30, QUEEN'S RD. CENTL.

THE COLONIAL DISPENSARY.

QUEEN'S ROAD CENTRAL.

SOLE IMPORTER:

WILLEM HEYBLOM,

POWELL'S BUILDINGS.

PHONE: 1687,
Hongkong, 30th December, 1915.

[22]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE with respect to 10 Shares numbered 2780/2789 in the above Office standing in the name of HO E OAN (deceased) of Canton has been LOST, and should the same not be produced before the 13th January, 1916, a new Scrip Certificate will be issued in favour of the said HO E OAN (deceased) and no transaction taking place under the Old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
Hongkong, 20th December, 1915. [115]

NOTICE.

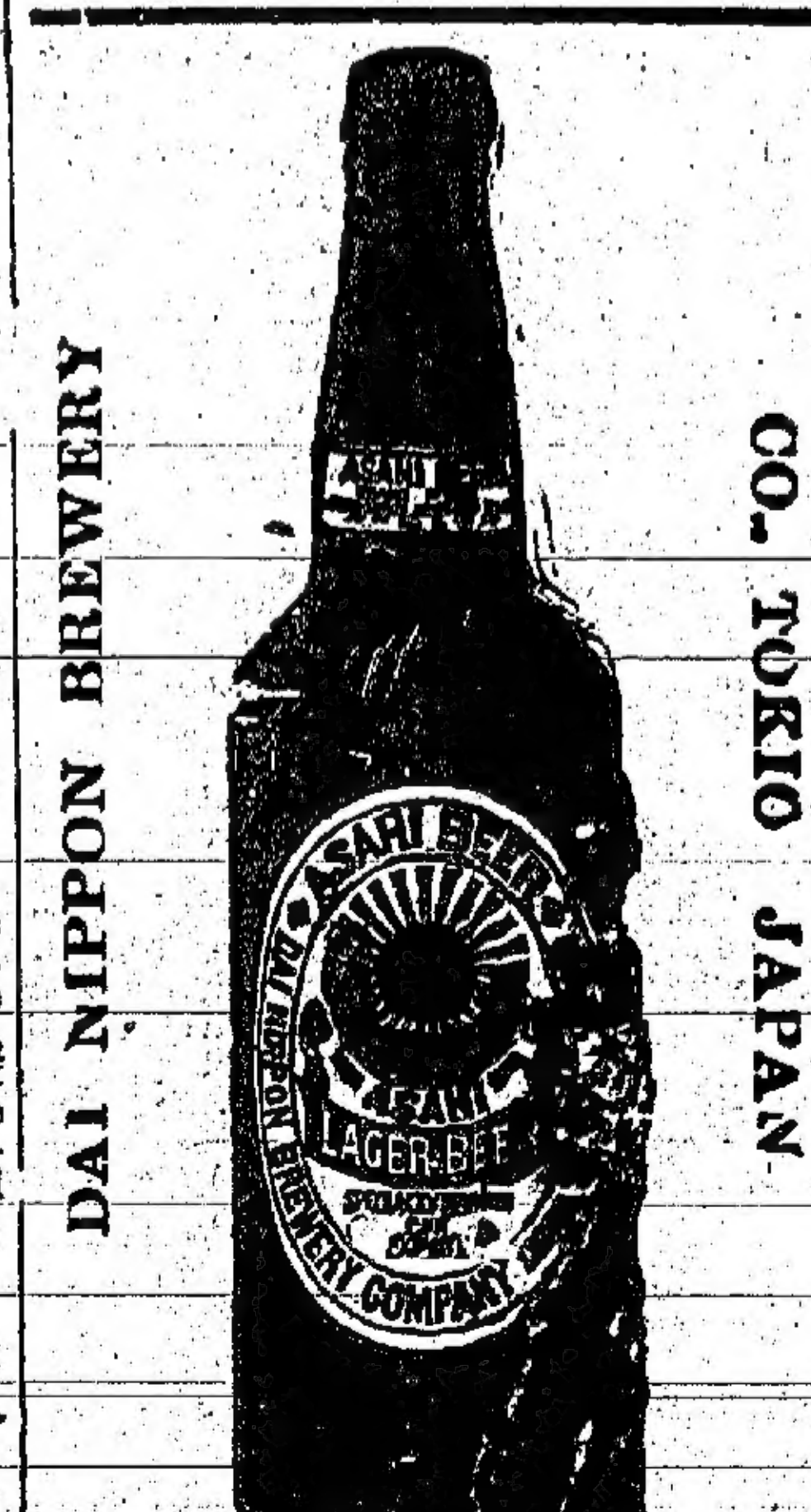
THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1913, of Fifty Shares Nos. 5311-5360 in this Company, standing in the name of Mr. WEI A KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged. Dated 13th November, 1915. C. FEMBERTON, Secretary. [107]

CHINESE CURIOS.

A CHINESE has lately brought from Peking many kinds of CURIOS. The collection is on view at the Minc Lee Boarding House, No. 118, Connaught Road Central, First Floor, and may be seen any day between the hours of 1 p.m. and 4 p.m. All those who are interested in such articles are cordially invited to pay a visit of inspection. Hongkong, 26th December, 1915. [116]

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

1061

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that there are TWO VACANCIES in the Canton Pilotage Service, which will be filled by competitive Examination in accordance with the General Regulations of the Chinese Pilotage Service.

The examination will be held at the Harbour Master's Office, Chinese Maritime Customs, on or about the 10th January, 1916. Applicants, who have duly served an apprenticeship of three months, and who are desirous of sitting for examination, should forward their names and addresses to the Harbour Master's Office not later than January 10th, 1916. A definite date on which they may sit for examination will then be given them.

ARNOLD HOTSON,

Acting Harbour Master.
Harbour Master's Office,
Chinese Maritime Customs,
Canton, 30th December, 1915. [141]

NOTICE

THE 6% INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorised for the payment of interest:
 - a. All Magistrates' Yamen.
 - b. The Head and Branch Offices of the Bank of China and of the Bank of Communications.
 - c. The reliable agents of the above-mentioned two banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons as paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned. The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above mentioned.

Peking, 24th December, 1915. [142]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, until 11 a.m. on the 4th of January, 1916. The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100. The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application. Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III, Cap. 45, and 41, George III, Cap. 62, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in the course of its capacity and made for the general benefit of the Company."

R. L. BOURCHIER, Captain, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 3rd January, 1916. [143]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 6, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 3rd January, 1916. [144]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 4th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 3rd January, 1916. [145]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

3% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st January 1916.

will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANK, At Hongkong.

ING CORPORAION, At Tientsin.

CHARTERED BANK OF INDIA, At Shanghai.

AUSTRALIA & CHINA, At Hongkong.

RUSO-ASIATIC BANK, At Tientsin.

BANQUE DE L'INDO-CHINE, At Hongkong.

YOKOHAMA SPECIE BANK, At Tientsin.

LTD. BANQUE BELGE POUR L'ETRA-NGER, At Shanghai.

On £20 Bonds, 2 s. d.

Per Coupon (Gross) 3 0 0

Less Tax at 3/6d. in the £ 12 0

Net amount payable 9 10 4/6

On £100 Bonds, 2 s. d.

Per Coupon (Gross) 3 0 0

Less Tax at 3/6d. in the £ 12 0

Net amount payable 9 10 4/6

On £500 Bonds, 2 s. d.

Per Coupon (Gross) 15 0 0

Less Tax at 3/6d. in the £ 12 0

Net amount payable 12 7 8

Payment will be made in Taels at the Demand

Buying rate of exchange of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION,

W. S. NATHAN, General Manager.

Hongkong, 1st January, 1916. [130]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that

in conformity with the conditions endorsed upon the Debentures, the under-

mentioned numbers of Debentures of the

total value of £24,000 were drawn on the

Third day of November, 1915, at the

Office of the Company, No. 22, Austin

Franks, in the City of London, in the

presence of WALTER FITZJAMES TURNER,

Secretary of the Company, and JOHN WILLIAM

BERRY, Notary Public, of 7/8, Great

Winchester Street, London, E.C.,

Notary Public.

The said Debentures will be paid off at

pay on the 31st December, 1916, at

either of the following places:—

In London:—At the Transfer Office of

the Company, No. 5, London Wall

Buildings, E.C.

In China:—At the General Office of

the Company, Tientsin.

8 BONDS OF £500 EACH, NUMBERED:—

40 55 106 154 187 191

70 BONDS OF £100 EACH, NUMBERED:—

301 319 377 534 637 684

724 772 782 915 1025 1036

1054 1089 1119 1122 1144 1167

1380 1395 1410 1470 1477 1569

1560 1584 1578 1795 1885 1927

1925 1929 1988 2012 2099 2095

2091 2202 2237 2258 2331 2443

2452 2514 2573 2767 2980 2913

2927 2998 3007 3112 3135 3162

3155 3139 3174 3230 3242 3267

3265 3292 3292 3339 3395 3449

3500 3551 3634 3738

700 BONDS OF £20 EACH, NUMBERED:—

3778 3790 3840 4201 4210 4212

4227 4272 4320 4360 4409 4413

4477 4494 4713 4732 4778 4836

4915 4958 4977 4992 5016 5052

5056 5124 5165 5272 5285 5304

5324 5339 5374 5403 5560 5662

5681 5696 5705 5720 5798 5797

5869 5927 5956 5996 6065 6100

6149 6176 6240 6374 6404 6467

6620 6633 6719 6786 6787 6821

6877 7133 7189 7295 7356 7444

7517 7529 7530 7567 7677 7684

7667 7691 7719 7752 7781 7788

7901 7943 8040 8125 8183 8250

8313 8337 8339 8368 8369 8468

8559 8584 8673 8701 8734 8773

8861 8900 8978 8980 8987 9000

9035 9095 9105 9171 9218 9260

9339 9357 9378 9395 9450 9492

INTIMATIONS

23021 23023 23034 23147 23148 23093

23212 23214 23281 23414 23421 23216

23219 23253 23254 23253 23271 23278

23285 23285 23281 23285 23283 23285

23319 23314 23318 23323 23323 23314

23359 23303 23356 23366 23360 23368

23360 23355 23373 23378 23377 23374

23369 23369 23365 23375 23372 23376

23310 23313 23365 23365 23363 23369

23421 24105 24331 24339 24338 24431

24451 24559 24719 24809 24847 25034

25109 25184 25209 25236 25245 25433

25459 25635 25640 25679 25702 25705

25722 25802 25852 25973 25974 25978

25991 26060 26100 26186 26299 26448

26471 26513 26535 26527 26670 26693

26710 26743 26847 26863 26931 26961

26995 27009 27014 27095 27133 27153

27211 27374 27409 27414 27418 27441

27476 27553 27570 27576 27579 27601

27614 27637 27815 27860 28001 28071

28148 28222 28318 28332 28358 28369

28591 28761 28765 28761 28762 28762

28852 29013 29057 29166 29202 29204

29255 29439 29452 29536 29554 29507

29842 29903 29938 30004 30019 30051

30077 30078 30086 30133 30167 30198

30345 30360 30363 30379 30394 30459

30619 30622 30641 30658 30704 30796

30797 30865 30897 31002 31110 31119

31139 31168 31185 31298 31453 31585

31624 31626 31796 31904 31918 31932

31970 32134 32251 32375 32380 32428

32444 32709 32735 32773 32908 32918

32928 32948 32955 32955 32918 32998

33106 33139 33226 33339 33346 33367

33414 33431 33457 33681 33763 33769

33839 33875 33999 33998 33942 33944

33977 33990 34012 34028 34058 34054

34321 34337 34432 34494 34647 34692

34806 34705 34810 34857 34933 35009

35021 35157 35193 35212 35285 35210

35356 35569 35579 35633 35637 35697

35737 35741 35840 35898 35914 35936

35940 35965 36010 36091 36093 36097

36101 36146 36211 36238 36267 36277

36289 36379 36399 36557 36565 36569

36631 36698 36759 36800 36851 36911

36920 37179 37242 37291 37482 37471

37490 37521 37555 37583 37616 37648

37678 37698 37711 37727 37782 37658

37897 37935 38009 38021 38116 38139

38261 38422 38426 38427 38508 38540

38569 38574 38586 38740 38808 38836

38862 38905 38908 39071 39072 39087

39042 39044 39052 39060 39093 39224

39229 39304 39319 39340

The drawn Debentures, with Coupons

Nos. 8 to 20 attached, must be left four

clear days for examination.

By Order, ALFRED W. BERRY,

Secretary.

Countersigned:— J. W. P. JAUHALDE,

Notary Public,

22, Austin Franks, London, E.C.,

3rd November, 1915. [131]

NOTICE

NOTICE IS HEREBY GIVEN that I,

the Undersigned, have entirely severed

my connection with Messrs. VIEIRA & Co. of

Nos. 50 and 52, Queen's Road Central, as from

the 31st December, 1915.

JOSE MARIA VIEIRA,

Hongkong, 1st January, 1916. [132]

NOTICE

WE have This Day Opened a Branch

Establishment in CANTON. Our

former agent MRS. G. E. HUYGEN ceases

THE WAR.

TWO MORE STEAMERS SUNK.

"GLENNGYLE" AND "KENKOKU MARU."

SURVIVORS FROM THE
"PERSIA."

COMMENTS OF THE LONDON PRESS.

IRELAND NOT TO BE EXEMPTED
FROM CONSCRIPTION.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TWO MORE STEAMERS SUNK.

BRITISH AND JAPANESE.

LONDON, January 3rd.

The British steamer *Glengyle*, 9,000 tons and the Japanese steamer *Kenkoku Maru*, 2,000 tons, have been sunk, probably by the same submarine which sank the *Persia*. It is reported that there are about 100 survivors from the *Glengyle* which was on its way from Vladivostok to London.

THE LOSS OF THE "PERSIA."

TOTAL OF PASSENGERS AND
CREW SAVED.

CAIRO, January 3rd.

The Chief Officer, the Second Officer, seven engineers, twenty-seven seamen, sixty-three launders and fifty-nine passengers have been saved.

SAD SCENES IN LONDON.

The underwriters of the *Persia* will probably have to face a considerable sum. The P. and O. offices in London were besieged by enquirers last evening. There were many men in khaki accompanied by tearful women.

Some spent the night in the waiting-room.

NAMES OF SURVIVORS.

LONDON, January 3rd.

A list of survivors includes the following:—

Messrs. Dickie, W. Tatborne, A. Foy, G. Gifford, C. Grant, Gustadger, L. Hallett, G. Hyman, Heams, Johnson, Knight, S. P. Lawrence, L. Moss, G. Newman, O. Pegg, Russ, E. Soper, H. Solmon, Smith, W. E. Smith, W. L. Smith, Welter Smith, T. Scott, Sharp, and Wellington. Messdames Hutchison, Russ, Smyth, and Shanks.

Misses Cook, Fladgate, Lees, Markwick, Pengaskell. Majors O'Reilly and Hutchison; Captains Berryman, Nibbs, Lyell, and Nelson; Lieutenants Fisher and Spinney; and Lieut. Gardner.

LONDON, January 3rd.

A further list of survivors gives the names of Lieut. C. W. F. Scott, Lieut. J. Miller, Mrs. Hutchinson and child, Mr. Vishandee Goensaldas Barnanand, Mr. R. Ratnachand Monda Indrasingh, Mr. J. Knubchand and Mr. M. Esardas. Of the crew there have also been saved Second Officer Wood and Engineers Aves, Ireland, Matthews, Hazelwood and Mallow.

LONDON, January 3rd.

A third list of survivors includes the names of Mrs. Bardone, Mrs. Browne, Mr. Bachmann, Bombardier Curtis, Mr. Cooper, Miss Dorogoz, Mr. L. W. Gascoigne, Mr. George Gifford, Mr. Cepaldas, Mr. A. Greves, Mr. Charles Grant, Miss Guyot, Mr. and Miss Gabour, Mr. M. B. A. Harkness, Mr. and Mrs. Hawick, Mr. J. Jacono, Miss Markwick, Lieut. Cecil Pegg, and Mrs. Russ, Mrs. M. E. Smith, Mr. H. A. Smyth, Miss E. Smith, Mr. B. Sutler, Mr. Herbert Salmon, Mr. Walter Smith, Mr. Sharp, Miss Isabel Sharp, Mr. Vishandas, Mr. B. Garner and Mr. Ratnachand Indrasingh Parasm.

[THROUGH REUTER'S AGENCY.]

AMERICAN CONSUL DROWNED.

CAIRO, January 3rd.

Mr. McNeely, the American Consul at Aden, was among the drowned of the *Persia*, and of the other Americans, Mr. Grant, and a Vacuum Oil agent of Calcutta have been saved, and the boy Rose had landed at Gibraltar.

WASHINGTON, January 3rd.

The American Consul at Alexandria reports that Mr. McNeely is drowned. He was last seen swimming.

No submarine was seen, but an officer of the *Persia* saw the wake of the torpedo, which struck amidships, and the ship sank in five minutes.

SANK IN FEW MINUTES.

CAIRO, January 3rd.

The *Persia* was torpedoed without warning, and sank in a few minutes.

The torpedo struck the *Persia* amidships, at 1.10 in the afternoon, and the vessel had completely disappeared by 1.15. It was a miracle that anyone was saved. There was no panic, and four boats were launched as promptly as possible. About 180 persons were saved out of 550.

CAPTAIN DROWNED.

The Captain of the *Persia* was drowned. He was last seen swimming after the liner had plunged.

The survivors include ten officers and eight foreigners.

LONDON, January 3rd.

The American financier named Grant has been saved. Up to the present Lord Montagu and Mr. McNeely are missing.

SPLENDID CONDUCT OF PASSENGERS AND CREW.

LONDON, January 3rd.

Colonel the Hon. Oliver Bigham has telegraphed that a torpedo struck the ship on the port bow when 40 miles southward of Crete.

The submarine made no attempt to render assistance. It was impossible to lower the starboard boats owing to the heavy list. Five or six boats, however, were lowered on the port side. Colonel Bigham did not see this himself as he was washed overboard when the boat capsized.

The conduct of the passengers and crew was splendid. There was no struggling and no panic.

The four boats, after being 30 hours at sea, were picked up by a warship, and the survivors received the greatest kindness. Search is now being made for the remaining boats in the neighbourhood of the disaster.

COL. BIGHAM'S LUCKY ESCAPE.

CAIRO, January 3rd.

The waves soon swept the deck and hurled the passengers and crew into the water. Colonel Bigham sank but on coming up he bumped his head against a boat and was thus saved. There is little hope of the two missing boats.

[THROUGH REUTER'S AGENCY.]

COMMENTS OF THE LONDON PRESS.

LONDON, January 3rd.

All the papers express horror and indignation at the latest submarine enormity. The *Times* says even Austrian impudence and cynicism cannot plead that five minutes is time enough to get hundreds into the boats. Repetition of such attacks in particular waters ought not to be possible. We cleared the submarines from our home waters when we took the task seriously in hand. We should be able to baffle them along our chief route to the East as well.

The *Chronicle* says the case of the *Persia* is on all fours with the *Lusitania*. We in this country scarcely need fresh reminders of the barbarity against which we are fighting in order to stiffen our determination to fight it down and out. That the murdered women and children of the *Persia* will be in our minds when the day of reckoning comes there can be no doubt whatever.

The *Morning Post* says such disasters are the consequence of war waged by an enemy who has consistently and cynically violated all the laws of nations and the customs of humanity.

The *Graphic* states that the Germans have added a fresh infamy to the many they have already committed.

The *Telegraph* says louder than ever is proclaimed to all the world that victory for Germany would be a victory of sheer brute force and bloody minded vindictiveness without sense or conscience for anything but the work of imposing a yoke on the neck of mankind. The *Persia* massacre has effected that much and no more. It might have strengthened, if that were possible, the resolution of the Allies to rid Europe of this organised devilry. As things stand it has merely deepened the loathing with which the German name is regarded throughout the civilised world.

The *Daily Mail* remarks that it is fruitless to denounce von Tirpitz and his party as pirates. The object of the nation must be to hit them hard and hurt both them and the people who pride themselves on their infamies. The cowardly sinking of the *Persia* will steel the hearts of Britons and prompt them not to mere denunciation but to action.

The *Daily News*: "In this instance the grief and suffering to which the Atlantic murderers have joined us are shared by our fellow citizens in India. The link forged by sorrow will not be less real or enduring than the link forged by victory."

The *Express* says we Germany has elected to turn Europe into a shambles she must pay to the full the bitter penalty.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

THE ALLIED COMMANDERS

CONFIDENCE IN COMPLETE
DEFEAT OF ENEMY.

LONDON, January 3rd.

General Sir Douglas Haig and General Joffre exchanged the most cordial New Year's greetings. Both expressed their hope and confidence in the complete defeat of the enemy.

"NORMAL ACTIVITY."

LONDON, January 3rd.

An official dispatch says that the enemy this morning sprang a mine in front of our trenches east of Givency but did not attempt to occupy the crater.

During the afternoon we exploded three mines at La Boisselles, artillery and trench mortars co-operating.

The artillery also bombarded hostile trenches to the north of Fromelles and east of Ypres. The enemy replied vigorously but did no damage. There is normal activity on the remainder of the front.

GERMAN BARRACKS BOM- BARDED.

PARIS, January 2nd.

A communiqué states that heavy artillery in Champagne effectively bombarded the German barracks, while a grenade attack at Tahure was repulsed.

[THROUGH REUTER'S AGENCY.]

JACK TARS VISIT THE TRENCHES.

LONDON, January 3rd.

A delightful surprise was caused in the trenches by the arrival of a naval party, fifty strong and of various ratings, from the North Sea.

These visits have been inaugurated so that the Fleet may know how the Army is fighting. The idea is an excellent one as "Jack," after a howling night of darkness off the Doggerbank, might fancy "Tommy's" job a soft one. A Petty Officer who had been in two naval engagements, had been occupied in searching for submarines and had been "mined," said he would not change with "Tommy" for the pay of a Port Admiral. "I can tell my mates what is almost past believing," he said.

The Bluejackets disguised in ill-fitting khaki were an amusing sight. A bomb attack was organised against the Germans and the Jack Tars were overjoyed. They hurled their own share of grenades and then watched the soldier with the fullest zest.

Lectures gave the party an idea of the military situation.

HEAVY BOMBARDMENT.

MUCH DAMAGE TO GERMAN
POSITIONS.

PARIS, January 3rd.

A communiqué states:—There was a violent bombardment of the enemy's trenches in the region of the Belgian Dunes, which resulted in heavy damage, causing two conflagrations and exploding two ammunition depots. French artillery also pounded the German trenches in the Argonne and Chevaliers Wood, resulting in the collapse of several block-houses. A violent German artillery bombardment at Hartmannsweilerkopf resulted in a slight withdrawal of the French, but the enemy refrained from an infantry attack.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE PRETENDERS.

PETROGRAD, January 2nd.

The Austro-German aim was to capture Tarnopol and Novo Alexine, but when they failed they pretended that the offensive came from the Russians.

RUSSIAN CAPTURES.

PETROGRAD, January 2nd.

A communiqué states that the Russians captured several heights north-eastward of Chernowitz, along with 870 prisoners.

PETROGRAD, January 3rd.

This success is now officially confirmed.

INITIATIVE WITH RUSSIANS.

NEW RUSSIAN DISPOSITIONS.

PETROGRAD, January 2nd.

A communiqué states that whatever side began the offensive, and whatever gaps in the events have to be filled up, the slight raising of the curtain on the Volhynian and Galician fighting points to the fact that the initiative on the front of 170 to 180 miles is now Russian. The Russians seem to have become firmly established across the Styria northwards to Chortovsk. An enemy flank attack seven miles south-eastward of Kolly failed to shake the solidarity of the new Russian dispositions at Petrograd. Progress is also reported northward of Olyka, therefore the move is apparently making in the direction of Kovel, along the two railways, Sarny to Kovel and Rovno to Kovel.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

SERBIAN GOVERNMENT AT SALONIKA.

ATHENS, January 3rd.

The Greek Government has extended a hearty welcome to the exiled King of Serbia.

SALONIKA, January 3rd.

It is understood that the Serbian Government will be established at Salonika similarly to the Belgian Government at Havre.

GENERAL.

[THROUGH REUTER'S AGENCY.]

LABOUR AND WAR.

THE QUESTION OF DILUTION.

LONDON, January 3rd.

The Press Bureau announces that Mr. Asquith addressed a deputation of the Amalgamated Society of Engineers and asserted the absolute necessity for the dilution of skilled labour by semi-skilled and unskilled labour and the imperative necessity for the utmost possible output of Home munitions so as to assist the financial problem ahead, which was most serious. He agreed to an amendment in the Munitions Bill for protecting skilled labourers, provided that labour troubles ceased. Thereupon the deputation consented to actively co-operate in the scheme of dilution.

NEW YEAR'S HONOURS.

LONDON, January 3rd.

The following additions to the New Year's Honours list have been published: ST. MICHAEL AND ST. GEORGE.

Commander:—Lieut.-Col. Sir William Watson Cheyne, Professor of Clinical Surgery, King's College, London; and Sir James Porter, Hon. Physician to the King since 1909.

THE ORDER OF THE BATH.

Grand Cross (G.C.B.):—Rt. Hon. Sir George H. Reid, High Commissioner for Australia.

Knight Commander (K.C.B.):—Col. H. C. L. Holden, late head of the Royal Gun and Carriage Factories at Woolwich.

Companions (C.B.):—All these were taken from the Army List, and included J. W. Carson, F. R. Carleton, D. G. Gwatkin, C. P. Martel, J. M. Walter, L. C. Tufnell, C. E. Phipps, C. O. Shipley, F. Errington and H. R. Mendis. The list also includes a large number of Naval officers.

GERMAN BOMBS.

AND A GREEK PROTEST.

ATHENS, January 2nd.

Greece has protested to Germany against a Taube dropping a bomb on Greek territory, killing a shepherd.

ENEMY TRADING.

NEW FOREIGN TRADE DEPART-
MENT ESTABLISHED.

LONDON, January 2nd.

The Foreign Trade Department of the Foreign Office, which has been established as a new Department in order to carry out the Government's policy against trading with the enemy, requests the active co-operation of business men.

Mr. Worthington Evans, M.P., has been appointed Controller.

INTERCESSION SERVICES.

BISHOP OF LONDON AND THE WAR.

LONDON, January 2nd.

Crowded intercession services were held by all denominations throughout the country to-day, and muffled bells emphasised the sense of loss felt regarding the gallant dead.

The Bishop of London preached at St. Paul's Cathedral, where the service was most impressive. He referred to the ghastly crimes in Armenia and to the torpedoing of the *Persia*. He urged the need for British preparedness and efficiency, recalling the warnings uttered by the late Lord Roberts, who was buried in St. Paul's. His Lordship concluded by saying that after the day of victory Britain must be worthy of a great place in the world.

FURTHER CALL FOR RECRUITS.

LONDON, January 2nd.

It is expected that the Proclamation calling out the second set of four groups under Lord Derby's scheme will be issued next week.

MR. LLOYD GEORGE'S SOLDIER SON.

LONDON, January 2nd.

Mr. Lloyd George's son Richard has been gazetted a Temporary Major.

SIR JOHN SIMON RESIGNS.

LONDON, January 3rd.

The *Chronicle* announces that Sir John Simon has resigned.

RE-OPENING OF PANAMA CANAL.

LONDON, January 3rd.

Lloyds announce that there are excellent prospects of the re-opening of the Panama Canal about the end of January.

CONSCRIPTION.

IRELAND NOT TO BE EXEMPTED.

LONDON, January 3rd.

It is reported that Ireland is not to be exempted from the Conscription Bill.

THE WAR AFTER THE WAR.

THINGS TO BE FEARED AND
FACED.

[BY SYDNEY SMITH.]

I know my Germany and don't love her. Three years I lived there, I worked there.

Providence made an engineer of me, but the Germans called me their Chief Konstruktor in the factory I was there in—as they themselves might say.

Assume we whack them in war—we must—we will—I, who lived there and know my Germans, am perfectly confident we can and shall; but what about it? The struggle will then begin—or shall I say re-begin? Germany is greater as a commercial nation and better organised for production and commerce than ever she is or was for war, and even the blindest and most wooden-headed of our leaders know now something of her war organisation capabilities.

Listen to this. In a German factory—a motor-car factory—to be precise—the German Metallurgique in Berlin—we had a splendid works, entirely modern filled with the latest tools money could buy or our banks' credit could get for us.

Sanitary arrangements and comfort of the employees practically perfect—floor space everywhere sufficient, cleanliness, method, and orderliness supreme, nothing going about that was not actually in work, no chaos, dirt, or rubbish anywhere. Stores well kept, everything in place, and stock recorded.

Everything was manufactured, not made.

How was this all brought about in a few short months?

Here is the sequence. The banks sometimes found the money and a way to the credit. This or these enabled the best machines to be installed as and when desired. The banks' representatives on the board really helped the technical men, to our banks intelligently help our technicals and factories like this!

Now the technical men—what of them? Really perhaps the best way to describe them is to say they are "commercial men," or more commercial than ours. They are certainly not superior as engineers, and are instructed rather than educated, but—and here the rub—they realise pleasure and rejoice to make something to sell, and they have absorbed the idea that to do this they must always be striving to become cheaper and better in their productions. Enthusiasm in this direction—and they certainly have it—means commercial success.

Contrast our technical people. The really enthusiastic ones are splendid as engineers, but so seldom commercial—too seldom.

It is absorbing interest in the manufacture of countless things for nippers that have to be sold for a shilling—that really matters—at least this is the German view, and this is a trouble we must meet and face. The annoying part is—things are astonishingly clever to stick it at the driest and most unexciting detail until they have done all they can do for the money.

Now the men—the mechanics—what of them? What can they do in this coming post-war struggle? Perhaps a little story, which has the advantage of being true, will demonstrate how they are dangerous. A number of straps for holding magnets in place on the engines were required. They cost to produce about one shilling. A day or so after the orders had been placed the I was asked to look at a strap one of the mechanics had made. This held the magnets just as securely, was operated in the same manner, had practically the same appearance, and, again comes the rub, the man could produce this in about a tenth of the time.

Please do not argue that the first strap was a jolly bad one; if you like, I will agree to that. The point is, this man, the mechanic, had diligently sought to decrease the time taken on his own job and hence was available for other work sooner.

This was not an isolated case, but an everyday occurrence due to their attitude of mind.

Now, what the workmen think. Now, my brother and colleague, British workman, how are you going to meet this attitude of mind in the coming struggle except by copying it?

Certainly not by restricted outputs, want of interest, and clock-watching. I do not say there are no clock-watchers in Germany, but I do say the workmen as a whole realise that when they produce things cheaply and quickly their employers can and do undercut other nations and get the trade, and, believe me, these men took home good wages every week; and, what is more, did take them home.

Most of the men were on piecework, but it pleased them to see costs cut down as the result of improved design or method of manufacture. Indeed, they assisted to do this in every possible way.

There were no poor people in Germany as we understand "poor." They worked wisely and well with the object of helping to make things by hook or crook for nippers to sell at a shilling, and when the production price by constant and united striving could be honestly brought down to sixpence, a vein of satisfaction ran through the whole edifice from workman upwards to the director.

These are a few of the things to be feared and feared after the war, when the real war will begin and the interesting point determined whether we are to retain the premier position or play second fiddle to an obviously inferior but very industrious and wisely organised race. I say obviously inferior, and I believe anyone who has really lived his life among them will agree that man for man they are grossly inferior in engineering and, indeed, everything except perhaps music and beer-drinking, where we must cry "content" to second place; but even in the all-important question of beer-drinking the beer is good, quite harmless, cheap, and practically non-intoxicating—even when consumed in Germanic (or large) quantities.

Our King has said, "Wake up, England!" Surely we might with advantage prepare for the war to come after the war. *Daily Mail*.

NOW IN PREPARATION.

THE DIRECTORY
AND CHRONICLE
1916.FOR CHINA, JAPAN, COREA, INDO-
CHINA, SIAM, STRAITS SETTLE-
MENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compiler invites the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so without further delay.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:—

CHINA.		
Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitaiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Samshu.
Antung.	Hankow.	Kangmoon.
Manchurian.	Yochow.	Nanning.
Trade C'tres.	Shansi.	Wuchow.
Newchwang.	Ichang.	Kwangchow.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangchow.	Hohow.
Chefoo.	Ningpo.	Longchow.
Wellsuwei.	Wanchow.	Mingtao.
Tsinanfu.	Santu.	Kow.
Munchen.	Foochow.	Szeamoo.
Shanghai.	Amoy.	Tengyueh.
Swatow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Koolung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate.	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostok.		
Chernopo.	Wonsan.	Mokpo.
Kunsan.	Fusan.	Chinnampo.
	Pingyang.	Songghin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

HONGKONG AND ITS DEPENDENCIES, MACAO.		
Manoi.	Andam.	Tourane.
Maiphong.	Lu.	Saigon.
Jonkin Province.	Quinhon.	Cambridge.

PHILIPPINES.

Manila.	Iloilo.	Cebu.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.
Singapore.	Penang.	Malacca.
		Prov. Wellesley.

NETHERLANDS INDIA.

Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.

NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

OFFICERS OF COAST AND RIVER STEAMERS.

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WAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
**BEWARE OF
IMITATIONS**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TERRIBLE TORTURE
WITH ECZEMA

Leg Broke Out in Raw Patch. Caused
Terrible Pain. Itched Terribly Dur-
ing Sleep. Spread Rapidly. Cuti-
cure Soap and Ointment Healed.

25, Acadia Rd., Walthamstow, Essex.
"The complaint was one of the types of eczema. It started by a small pimple which fastened, then broke and spread to the size of a penny. The back of my leg broke out into a raw patch and on getting dry would leave gaping cracks which caused terrible pain while waiting and used to itch terribly during my sleep. I used to scratch and wake up with it terribly raw. It began to spread more rapidly and I suffered terrible torture. I would constantly scratch it while walking; it was as if red hot irons were burning the flesh."

"A friend of mine seeing the agony I was in recommended Cuticura Soap and Ointment. I sent for a sample of each. The irritation rapidly decreased and after using and feeling the relief obtained I purchased more. Now after a month's treatment Cuticura Soap and Ointment have cured my skin in a few days and will remain clear." (Signed) A. Norris, Jan. 22, 1914.
Cuticura Soap and Ointment have proved most valuable for the treatment of pimples, blackheads, redness and roughness of the face and hands, chafing, itching, irritated scalp with dry, thin and falling hair, as well as for all purposes of the toilet, bath, and nursery from infancy to age.

Samples Free by Post

Although Cuticura Soap and Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Rich Book will be sent free upon request. Address: P. J. Noveborac & Sons, 27, Charterhouse St., London.

PHILIPPINES.

Manila.	Iloilo.	Cebu.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.
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THE NEW COMMANDER-
IN-CHIEF.AN APPRECIATION OF SIR
DOUGLAS HAIG.

The following interesting article appeared in the Home papers immediately after the publication of Field Marshal Sir John French's despatches on the battle of Neuve Chapelle:—

When the war began in August, it is safe to say that few people in England knew anything about Sir Douglas Haig. As a rule we pay little attention to our military or naval leaders until their existence is forced upon us, and outside the circle of experts and their own friends they enjoy an anonymity as perfect in its way as the publicity enjoyed by the politician. Sir John Jellicoe was known to students of naval warfare all over Europe; but how many of the general British public had ever heard about him? Yet to-day his name is a household word. Something similar is happening in the case of Sir Douglas Haig. When he went out to command one of the two Army Corps which made up Sir John French's small and gallant Army in August, he was hardly known at all. Nor did we know much of him in the West, because in a retreat the post of glory is that of the rear-guard, and the great rear-guard action was fought by the other Army Corps, under Sir Horace Smith-Dorrien. It was not until the battle of the Aisne that his name began to be known. In his despatch dated October 8th, Sir John French specially selected Sir Douglas Haig for particular mention. On September 14th, when the first footing had been gained on the north bank of the Aisne, Sir John French wrote as follows:—

"The action of the First Corps on this day, under the direction and command of Sir Douglas Haig, was of so skilful, bold, and decisive a character that he gained positions which alone have enabled us to maintain my position for more than three weeks of very severe fighting on the north bank of the river."

Later, in the same despatch, after he had described how an advanced and commanding position had been seized and held, General French wrote: "I cannot speak too highly of the valuable services rendered by Sir Douglas Haig and the Army Corps under his command."

A LEADER OF GREAT ABILITY.

General Haig had proved himself bold, skilful, and resolute as the leader of an advance. He was to prove himself a few weeks later to possess to the full that tenacity in defence which he had already shown in repelling the German counter-attacks on the Aisne. In October the British forces were moved from the neighbourhood of Soissons to the line 'from Ypres to La Bassée, and the centre of what has been described as the greatest battle in English history—the three weeks' battle for the defence of Ypres—was in Sir Douglas Haig's hands. "Through-out this trying period," wrote Sir John French, "Sir Douglas Haig, aided by his divisional commanders and brigade commanders, held the line with marvellous tenacity and undaunted courage. Words fail me to express the admiration I feel for their conduct, or my sense of the incalculable services they have rendered."

Sir John's despatch tells the same tale: "The energy and vigour with which General Sir Douglas Haig handled his command shows him to be a leader of great ability and power." The British Army on the Continent has fought strenuously and without intermission for eight months, but its three brightest achievements are attributed by the Commander-in-Chief himself, so far as leadership is concerned, to one man. The Aisne, Ypres, Neuve Chapelle, these are camps which Sir Douglas Haig will wear proudly on his medal ribbon than any man in his force.

Although the public have known so little about him, Sir Douglas Haig has, of course, been very much in the eye of the Army for a long time. Sir John French knows him well, for they took their first big course of practical military education together. Major Haig, as he then was, was Chief of Staff to Colonel French in that brilliant series of minor operations round Colberg which prepared the way for Lord Roberts' advance, and when that advance began he was closely associated with the present Commander-in-Chief. He has had experience at the War Office, where he has been Director of Military Training, and in India, where he was Chief of the General Staff to Lord Kitchener's successor. For the last two years before the war he commanded those divisions concentrated at Aldershot, which, under Lord Haldane's scheme, were known as the "striking force," that is to say, a force always mobilised and always ready at a few hours' notice to go abroad.

A THREE-FOLD TRIUMPH.

In recent manoeuvres it had become the custom to give him the command of one of the opposing sides, and he used generally to be pitted against the late General Grierson in these mimic battles. It would be hard to find two men more different in training and temperament. On the one side, Grierson, who had been from his earliest day a student of warfare rather than a fighting man, and who gifts always been held in bondage to staff appointments; on the other side, Haig, who had been an active military life as a regimental officer or brigadier, and had only for a year or two the time or opportunity to turn from the actual handling of men close beside him to the larger problems of handling troops in a body on the map. Both were Scotsmen. Grierson of humble parentage, but Haig, but Haig had remained almost unadorned and unknown, while on State occasions Grierson blazed with orders and ribbons from every sovereign and every army in Europe. They never got the chance of fighting together for the common object of their professional life, for Grierson died (as his friends say, out-

ONLY WAY THROUGH
WESTERN MAZE.

LESSONS OF CHAMPAGNE.

The New York United Press publishes the following article from its Paris correspondent, Mr. William Philip Simms, who had on November 14 just returned from a tour of the Champagne battlefield:—

"Can the two armies now face-to-face along the western front, either of them, French or German, produce a knock-out punch? No doubt the punch is possible, but the more one sees of the present fighting line the more is he impressed with the extreme difficulties of the thing. But there is not an officer or man out here who is not firmly convinced that the day is coming, sooner or later, when the Allies will smash their way through the German lines to the open country beyond."

The Champagne drive bears witness that the blow will necessarily be one of the mightiest wallops that ever set the globe a-tremble. Some months ago a general reserve that the effort will be worth the German line any time we want to, but the effort would be costly, and we must make sure that the effort will be worth the price. The French have just broken the enemy's line. They have reached the German reserve lines. The advance was a prodigy of valour after a miracle of preparation, and a gain fifteen miles long by nearly three miles broad was scored. And it was worth the price, not because it will materially affect the ultimate end of the war, but because it proved that the task ahead of the Allies is not hopeless."

MILLION MEN ENGAGED.

The battle of Champagne was the very first to be fought under the conditions essentially peculiar to this war—a war of perfected trenches. Until November of last year, the fighting was in the open, and as soon as the armies had dug themselves in the fighting was largely trench to trench, grenade throwing, trench mortar, bomb firing, with an occasional bayonet charge and the capture of a small section of a trench. The Champagne battle was the first great battle after both sides had turned their positions into veritable forts. It will go down in history as one of the world's greatest. It is estimated that more than a million men were engaged, and that the Germans lost in killed, wounded, and prisoners more than three times what Napoleon lost at Waterloo.

A lesson to be drawn from this fight is that herculean efforts are necessary if either side is to make any considerable advance. The corollary of this, any French officer will tell you, is that the Germans, with a Russian front, and a Balkan front to maintain, in addition to their western front, will never be able to produce the concentrated punch necessary for victory.

From Paris to the fighting front there is a series of advances the Germans would have to make to reach the front. In order to advance the Germans would have to storm these trenches one by one, and their capture would be possible only after a costly downpour of high explosives. But it is pointed out, such an enormous quantity of shells would be necessary for these successive storms that Germany's entire output would be taxed to supply this front alone. And, obviously, she has other fronts to feed.

THE ANTIDOTES.

For all this there is but one antidote, and the French know the secret well. It is a terrific campaign with high explosives, a campaign which literally turns the whole fighting front for miles in both directions and miles back of the first line into a shambles, a desert from which nothing can escape. The guns must now down entire forests, level trenches, blow the turrets out of the ground, smash the barbed wire entanglements. This the French did in Champagne. They made a good job of it. For three days they rained a million shells a day or more into this one area. The effective fire of their field pieces is about four and a half miles, and for four and a half miles, or thereabouts, they made it so hot for the Germans that a German officer declared they were helpless under the rain of steel, and there was nothing left for them to do but to crouch under the crumbling shelters and wait for death.

Like the French, the Germans have many reserve lines of trenches, but the French consider that they have at least taken the Germans' measure now, and that to advance they have only to repeat the Champagne dose. This, they admit, takes time. On the other hand, they say they have time and the Germans have not; also they can concentrate their efforts, while the Germans are compelled to spread theirs over wide areas.

of pure exaltation and happiness) a few days before the British Army went into action.

Sir Douglas Haig has carried on his old opponent's and friend's tradition, as well as his own. There comes a point in every general's career, perhaps when he gets a division, perhaps not until he gets his corps, at which the problems with which he has to deal alter not merely in degree, but in kind. Sir John French passed that point brilliantly in South Africa; Lord Roberts passed it also perhaps at the same time. On the other hand, there have been generals like Sir Redvers Buller who never passed it at all, and remained magnificent brigadiers, but ineffective in the control of larger forces. The significance of Sir Douglas Haig's three-fold triumph in France and Flanders is that he has proved himself to have made this fatal step with brilliant success. Before the war he had never commanded in action anything larger than a regiment; in manoeuvres never anything larger than a division. At the Aisne he commanded a corps, and now he commands an army, and as his responsibilities increase so do his praises grow.

TWO RUSSIAN PRISONERS.
ESCAPE TO BRITISH LINES.

A few days ago some soldiers in one of our trenches were startled by the sudden appearance of two young men who rose up amidst the barbed wire beyond the parapet. One of them waved a rag, and both of them shouted out a word which sounded like "Russki! Russki!" At the same time there was a patter of bullets from the German trenches, and it was clear that the two men were being fired at by the enemy. At first our soldiers thought it was a case of desertion from the German lines, but when they helped the men down into the trench they saw that they were wearing Russian uniforms. They were, in fact, Russian prisoners of war in the enemy's hands and had made a daring escape to our lines.

Their story is extraordinarily interesting. One of the men is 22 years of age, and was in the 41st Siberian Regiment when he was captured on February 11th at Prasnaya. The other, belonging to the Novoskolski Infantry Regiment, is only 19, and was taken prisoner on June 8th on the Bzura. They were both sent to a camp just inside the German frontier lines, about fifteen miles from Posen. Here there were about 20,000 other Russian prisoners of war, employed in road repair and field fortifications close to the frontier. Their life was miserable and hard. All the food they had was potato bread, and soup made of potato peelings. Once a fortnight they were allowed 100 g of meat. For the first few months they had no drink but water, but afterwards coffee without sugar. Not a very nourishing diet for these poor Russians and Poles! All the prisoners of war were in their ragged Russian uniforms—except a few dressed in German uniforms because their own clothes were utterly worn out in the stress of war—distinguished by a large yellow or blue stripe down the back of the greatcoat.

A GREAT ADVENTURE.
It was in the middle of October last that the first large draft of men—about 2,000 of them—were sent from the camp into Belgium. The two men who are now in our lines, with 250 comrades, were brought to the Franco-Belgian frontier, and after being detained were marched 5,000 yards to a hamlet, where there was a collection of five wooden huts, in which the men were billeted in batches of fifty. Daily at seven p.m. they were marched out to another small village, containing eleven houses and a church, a good way towards the front, where they were set to dig trenches.

Upon returning to the camp in the evening the two young men decided to risk an escape. The sleeping hut was surrounded by barbed wire, and guarded by three sentries—German soldiers who had been inactivated and made incapable for more active service—and the camp itself was patrolled. With great luck, however, the two Russian lads crawled through the barbed wire without raising an alarm, evaded the sentries, and struck across dry towards the sound of the guns.

They travelled five or six miles that night, and lay all next day in a disused trench full of water. On the next night they went three miles further. Here they reached some German trenches in a wood, reached the first line trench, where they had the nearest chance of being caught. Two men were standing at their loopholes, and any two others had just been relieved, and were going off. The Russians crouched down, kept a little farther off, and, climbing out of the front line trench, were immediately in difficulties with the barbed wire. Fortunately, it was not very strong, and they succeeded in getting through it, and crawling to the British trenches, when they gave their cry, and leapt down to our men with bullets flying about them. It was a lucky end to a great adventure. (P. Gibbs in Daily Telegraph.)

THE DEFENCE OF EGYPT.

A DESERT RAILWAY.

According to trustworthy information which by certain private channels trickles through into Switzerland, the men who rule Germany and her armies are getting more and more alarmed about her prospects in the war. Of the actual state of affairs on the various fields of battle they naturally make the most, both to themselves and others. But that is their one consolation. So far they have managed to keep up a brave show outwardly. Inside their own boundaries the effects of the war of attrition are beginning to tell so severely that they are now desperately anxious to bring the war to an end, either by a patched-up peace while they still hold the advantage in the field, or, failing that, by some desperate coup de main.

At the moment it is the coup de main which they are probably contemplating rather than their efforts to induce neutral countries to intervene with proposals for peace that calls for the most serious consideration. Of the various coups de main which are possible the one which is most especially the concern of England is an attack upon Egypt. That, according to reports received in Switzerland from Germany by a specially well-informed resident in this country, is the object on which at the present moment the German high command are concentrating most of their energy.

They intend, by means of a light railway across the desert, to make a dash on the Suez Canal. They are counting on our traditional English slowness to move. They know that if the Canal was properly protected by modern trenches it would be impossible for them to bring off their coup de main. No light railway could carry the huge supplies of men, guns, munitions, water, and provisions which in that case would be necessary for a successful attack on the Canal. But they believe that we have not yet made these arrangements, and they calculate on our not making them in time. In that case they consider that their rush tactics could and will be successfully carried out with a comparatively small body of troops, which would not tax to severely the capacities of the desert railway.—Times.

WAR NEWS.

GERMAN AEROPLANE SCORES.

Reuter's correspondent at Copenhagen states:—"Another great rehearsal, in case of an alarm over an aerial attack, was carried out at Wilhelmshoehe on Thursday, and was an utter failure. When the advertised signal was given—six rapid clangs of the church bells and the firing of six guns—the public completely lost their heads and rushed into the streets, worrying the police and military with questions, blocking the streets, and impeding the military operations. The military governor issued a scathing reproof to the newspapers, and a new list of instructions for the public, including the injunction: "Don't telephone the police, who have much more important work to do than answering silly questions; don't stand in the streets gazing up to the sky; leave the churches and cinema theatres and hide yourselves in the cellars." A long imprisonment is threatened if lights are not extinguished, and trams must stop immediately, while school teachers must send their children home at once."

ALLIES' NEW ARMIES

Mr. John Buchan, happily for himself, is not among the war prophets, and in speaking at Sunderland House in aid of the Press Contributors' Emergency Fund he ventured upon no prophecy as to the war. But he has a sort of instinct, he said, that the decisive battle of the struggle will be fought in the West, just as it was a hundred years ago, when Napoleon came to meet his fate west of the Rhine. One thing was certain, victory would be won by the destruction of the German forces in the field. There were two main facts in the war, which Germany knew at the back of her head, France, Britain, and Russia had created a machine at least as powerful as Germany's, and the position rested once more, as of old, on the human element. The second fact was that the human element, as far as Germany is concerned, was wearing thin in numbers. They might hear foolish people say that the great attack in the West in September was a failure. That was not true. At one moment it looked as if we had just a chance of getting through altogether, but though that miracle did not happen the Allies had none the less set out to do. They had completely recovered the initiative, they had broken down some of the enemy's strongest defences, and they had taken the first step in a movement which was not going to stop.

Russia was making an unexampled effort in producing munitions of war, and she was preparing new armies of three millions of men. They would be drilled and equipped by the spring and should be then sufficient to turn the scale.

ENEMY'S LONG-RANGE GUNS IN SERBIA.

It seems that the junction of the Austro-German with the Bulgarian forces was effected on October 30th, somewhere between Zaitchar and Nibotin, and the free navigation of the Danube was secured by the northern enemy force some 10 days earlier. The Austro-Germans succeeded in crossing the river near the Iron Gate rapids, which were defended by a mere handful of Serbians, who trusted to the natural difficulties of the crossing.

The Serbian plan of offering a firm resistance in the northern basin of the Morava was brought to nothing by the turning movement of the Austro-Germans, who threatened to outflank the Serbians, besides attacking with heavy guns than any the latter possessed. Firing a range of 10 miles the enemy put 600 Serbians to flight, and the Serbians were unable to touch the enemy, and to escape annihilation, the Serbians were forced to retreat. The difficulty of dragging up the German heavy guns appear to have been overcome by the device of temporary causeways consisting of beams, planks, and wattle hurdles alternately put down and taken up.

It was impossible for the Serbians, with their slender forces, to stem the torrents of invaders pouring in on all these extended fronts. The Austro-German Army is said to consist mainly of boys, but these are rendered invincible by the artillery. The Bulgarians filtered in by many undefended passes familiar to their komitadjis.

WHAT TO DO TO GET FAT
AND INCREASE WEIGHT.

THE REAL CAUSE OF THINNESS.

A PHYSICIAN'S ADVICE

Most thin people eat from four to six pounds of good solid fat-making food every day and still do not increase in weight one ounce, while on the other hand many of the plump, chunky folks eat very lightly and keep gaining all the time. It's all a matter of saying that this is the nature of the individual. It isn't Nature's way at all.

Thin folks stay thin because their powers of assimilation are defective. They absorb just enough of the food they eat to maintain life and semblance of health and strength. Stuffing won't help them. A dozen meals a day won't make them gain a single "stay there" pound. All the fat-producing elements of their food just stay in the intestines until they pass from the body as waste. What such people need is something that will prepare their blood to absorb them and deposit them all about the body. Something, too, that will multiply their red blood corpuscles and increase their blood's carrying power.

For such a condition I always recommend taking two Sargol tablets with every meal. Sargol is not, as some believe, a patented drug, but is a scientific combination of six of the most effective and powerful food building elements known to chemistry. It is absolutely harmless, yet wonderfully effective, and a single tablet eaten with each meal often has the effect of increasing the weight of a thin man or woman from three to five pounds a week. Sargol is sold by—

A. S. WATSON & Co., Ltd.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY,
and other first-class Chemists.

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,617, Arutzen, 3rd January—Bangkok 28th December, Rice—Thorson & Co.
 CASTLEFIELD, British str., from Canton, 3rd January.
 HALDIE, Norwegian str., 1,085, A. Sween, 2nd January—Nanta Bay 30th December, Salt—Jaya-China-Japan Lijn.
 HYSON, British str., 4,922, G. Moir, 31st December—Singapore 25th December, General—Butterfield & Swire.
 JINJU MARU, Japanese str., 1,095, Yatsu-umi, 1st January—Chingwantao 24th December, Coal—Dodwell & Co.
 KANNA, British str., 1,047, George M. Ruxton, 1st January—Singapore 23rd December—Order.
 KWANGLEE, Chinese str., 1,422, J. MacArthur, 2nd January—Shanghai 30th December, General—Chinese.
 KUTSANG, British str., 4,885, B. O. D. Bradley, 3rd January—Calcutta 19th December, General—Jardine, Matheson & Co.
 KAWACHI MARU, Japanese str., 3,734, Kurozumi, 3rd January—Singapore 27th December, General—Nippon Yusen Kaisha.
 KIANGPING, Chinese str., 1,222, H. Unden, 2nd January—Chingwantao 25th December, Coal—Dodwell & Co.
 LOKSANG, British str., 997, D. W. Ritchie, 2nd January—Haiphong 1st January, Rice—Order.
 NINGPO, British str., 1,222, Culloch, 1st January—Swatow 31st December—Butterfield & Swire.
 OLEG, Russian str., 1,376, P. Mender, 2nd January—Kinchon 30th December, Rice and General—Order.
 PELUS, British str., 4,800, H. Nicholas, 3rd January—Shanghai 31st December, General—Butterfield & Swire.
 SHANTUNG, British str., 1,889, Meathrel, 2nd January—Shanghai 30th December, General—Butterfield & Swire.
 TOYOYA MARU, Japanese str., 1,428, Shimizu, 3rd January—Wakamatsu 28th December, Coal—Mitsui Bussan Kaisha.
 YOGHOW, British str., 1,206, Somme, 31st December—Swatow 30th December—Butterfield & Swire.
 YINGCHOW, British str., from Canton, 3rd January.
 YUNFANG, British str., 1,123, W. M. Mesney, 3rd January—Manila 31st December, General—Jardine, Matheson & Co.

DEPARTURES.

ALBANA, British str., for Canton.
 CHUYEN, Chinese str., for Canton.
 CHUYEN, British str., for Swatow.
 KWANGLEE, Chinese str., for Canton.
 PELUS, British str., for Singapore, noon.

VESSELS ON THE BERTH

THE BANK LINE LTD.

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THE Steamship, "SALAMIS," 4,509 tons, Captain D. A. Gardiner, will be despatched as above on SATURDAY, 8th January.
 For Freight or passage apply to THE BANK LINE LTD., General Agents, Hongkong, 29th December, 1915. [17]

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THE Steamship, "KATHLEENA," 6,382 tons, will be despatched as above on MONDAY, 10th January, 1916.
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"NOVARA," Captain H. B. Hetherington, A.R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co's. s.s. "ARABIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KATISAR-HIND," due in London about the 26th Feb., 1916.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to S. V. D. PARR, For Superintendent, Hongkong, 1st January, 1916. [3]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUZUKI OR CAPE OF GOOD HOPE.
 S.S. "SKITTON CASTLE," On or about the 29th January.
 S.S. "EGREMONT CASTLE," about middle of February.
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VESSELS ADVERTISED AS LOADING

maintain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Bluff Point. 3. From Bluff Point to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	5th Jan.	H. B. Hetherington, A.R.N.	P. & O. S. N. Co.	On 14th inst., at 2 P.M.
LONDON	KANSA	Brit. str.	5th Jan.	"	"	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KASHIMIR	Brit. str.	5th Jan.	"	"	On 15th Feb.
MARSEILLES, LONDON & VIA SINGAPORE, S.O.	MISHIMA MARU	Jap. str.	5th Jan.	"	"	On 15th inst., at Noon.
MARSEILLES VIA PORTS.	AKROS	Jap. str.	5th Jan.	"	"	On 15th inst., at 5 P.M.
VICTORIA & TACOMA VIA MANILA, NAGASAKI, & YOKOHAMA	SAITO MARU	Jap. str.	5th Jan.	"	"	To-day at 3 P.M.
VICTORIA B.C. & BATTLE VIA KIELUNG, S.O.	SKITTON CASTLE	Brit. str.	5th Jan.	"	"	On 15th inst., at Noon.
NEW YORK VIA SUZUKI	KATILAMBA	Brit. str.	5th Jan.	"	"	On 15th inst.
BOSTON & NEW YORK	ARAKAN	Dut. str.	5th Jan.	"	"	On 15th inst., at Noon.
SAN FRANCISCO	CHIVO MARU	Jap. str.	5th Jan.	"	"	On 15th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, S.O.	PEBBIA MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SAN FRANCISCO VIA MANILA & JAPAN, S.O.	EMPEROR OF JAPAN	Brit. str.	5th Jan.	"	"	On 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, S.O.	MONTEAGLE	Brit. str.	5th Jan.	"	"	On 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, S.O.	KIYO MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	5th Jan.	"	"	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	5th Jan.	"	"	On 15th inst.
DELAGO BAY, DURBAN, EAST LONDON, & NAGASAKI, KOBE & YOKOHAMA	GUJARAT	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI	HITACHI MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI	YINGKOW	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, MOJI & KOBE	KAMATARA MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI	SHANTUNG	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI	TAIPEI MARU	Dut. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NINHOLO	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDARA	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	CHOROLLER	Jap. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	DAIJI MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SONO MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	RAYAN	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	HAMUS	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	YUNFANG	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	5th Jan.	"	"	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	5th Jan.	"	"	On 15th inst.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	PHANG MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
BOMBAY VIA SINGAPORE, PORT SUEZ, PENANG & COLOMBO	SAIGON MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	5th Jan.	"	"	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	CHOROLLER	Jap. str.	5th Jan.	"	"	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	CHUYEN MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
BATAVIA, CELEBES, SAMARANG, & SOERABAYA	TAIPEI MARU	Dut. str.	5th Jan.	"	"	On 15th inst.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	5th Jan.	"	"	On 15th inst.
HAIPHONG & HOIHOW	DAIJI MARU	Jap. str.	5th Jan.	"	"	On 15th inst.
HAIPHONG	KAITONG	Brit. str.	5th Jan.	"	"	On 15th inst.
HOIHOW & HAIPHONG	LOONGSANG	Brit. str.	5th Jan.	"	"	On 15th inst.
SANDAKAN	MAUSANG	Brit. str.	5th Jan.	"	"	On 15th inst.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL.

† SANDAKAN "MAUSANG" ... We'day 5th Jan., Noon.
 † SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... We'day 5th Jan., 3 P.M.
 † SHANGHAI, KOBE & MOJI "KUTSANG" ... Thursday, 8th Jan., D'light.
 HOIHOW & HAIPHONG "LOONGSANG" ... Thursday, 8th Jan., 8 A.M.
 † SINGAPORE, PENANG & CALCUTTA "FOONGSANG" ... Saturday, 8th Jan., 3 P.M.
 † MANILA "YUNFANG" ... Saturday, 8th Jan., 3 P.M.
 † SHANGHAI "HOPKANG" ... Sunday, 19th Jan., D'light.
 † MANILA "LOONGSANG" ... Saturday, 15th Jan., 3 P.M.

REVENUE TO JAPAN.
 The steamers "KUTSANG," "MAUSANG," and "FOONGSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATUNG," "KUTSANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin, Dairen, and Harbin.
 Taking cargo on Through Bills of Lading to Kuantan, Labad, Dairen, Singapore, Tientsin, Hankow, and Shanghai.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS, Hongkong, 1st January, 1916. [3]

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS, Hongkong, 1st January, 1916. [3]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents, Hongkong, 16th April, 1915. [24]

Telephone No. 215. AGENTS
 Hongkong, 16th April, 1915.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.
 PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.
 HOMEWARD.
 TRANS-PACIFIC SERVICE.
 SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS, Telephone No. 215 Sub. Ex. 10, Hongkong, 26th October, 1915. [23]

CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP LINE

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
 QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"
 16,850 Tons Gross Register—Quaduple Screw—Speed 21 Knots.

"EMPEROR OF JAPAN" ... REDUCED FIRST CLASS FARES.
 "MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "EMPEROR OF JAPAN" ... 2 FEB. "EMPEROR OF ASIA" ... 20 APRIL.
 "MONTEAGLE" ... 16 "MONTEAGLE" ... 25
 "EMPEROR OF RUSSIA" ... 23 MAR. "EMPEROR OF RUSSIA" ... 18 MAY.
 "EMPEROR OF JAPAN" ... 5 APR. "EMPEROR OF ASIA" ... 16 JUNE

For further information, Sailings, Guide Books, etc., please apply to
 * Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRADING AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:
 FROM HONGKONG. Connecting with "GUJARAT" FROM COLOMBO.
 24th January. 18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "SALAMIS" ... PROPOSED SAILING
 From Hongkong: 3rd Feb., 1916
 FIRST CLASS ACCOMMODATION FOR PASSENGERS.
 FITTED WITH WIRELESS TELEGRAPHY.
 For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "KANSA" ... On 15th Feb.

Subject to change without notice.
 For rates of freight and further information apply to THE BANK LINE, LTD., GENERAL AGENTS, Hongkong, 26th October, 1915. [104]

SHIPPING IN PORT

STEAMERS.

ALBANA, British str., 2,970, W. Dunbar, 1st January—Chingwantao, 24th December, Coal—Dodwell & Co.
 ASIA MARU, Japanese str., 3,411, Y. Mishi, 1st January—Singapore, 28th December, General—Order.
 ARSUTA MARU, Jap. str., 4,982, Horner T. Satow, 31st December—London and Singapore, 28th December, General—Nippon Yusen Kaisha.
 BORNEO MARU, Japanese str., 2,942, H. Kawai, 30th December—Balk Papan 28th December, General—Dodwell & Co.
 CAMILLO, British str., 3,149, J. Roberts, 24th December—Singapore, 18th December, Bulk Oil—Asiatic Petroleum & Co.
 CHONGSANG, British str., 1,424, G. S. Holmwood, 31st December—Shanghai 25th December, General—Jardine, Matheson & Co.
 CHUYEN, British str., C. J. Matlock, 30th December—Haiphong 28th December, Rice—Jardine, Matheson & Co.
 DAGIN, Norwegian str., 897, A. T. Salvesen, 31st December—Haiphong and Hoihow, 30th December, General—Order.
 FOONGSANG, British str., 1,987, T. A. Mitchell, 28th December—Moji 3rd December, General—Jardine, Matheson & Co.
 HAIRAN, British str., 1,183, J. S. Thomson, 1st January—Fochow and Amoy, 31st December, General—Douglas Lapaik & Co.
 HONGKONG, French str., 739, A. Marguerite, 1st January—Haiphong, 30th December, General—A. R. Marty & Co.
 IXION, British str., 3,256, G. L. Stout, 22nd December—Manila, 19th December, General—Butterfield & Swire.
 KIVU MARU, Japanese str., 2,757, K. Ozawa, 28th December—Moji 24th December, General—Toyo Kisen Kaisha.
 KUMOW, British str., 1,350, J. Martin, 30th December—Saigon 26th December, Rice and General—Chinese.
 LOKSANG, British str., R. E. Mathews, 30th December—Haiphong 23rd December, General—Jardine, Matheson & Co.
 MORESBY, British str., 1,330, Thorsten, 28th December—Saigon 18th December, Rice—Chinese.
 MANILA MARU, Japanese str., 5,031, N. Kikayashi, 27th December—Shanghai 25th December, General—Osaka Shosen Kaisha.
 MAUSANG, British str., 1,643, G. M. Alock, 25th December—Sandakan 18th December, Wood and General—Jardine, Matheson & Co.
 NANTO MARU, Japanese str., 3,039, Takahashi, 31st December—Moji, 24th December, Coal—Order.
 NIPHIOW MARU, Japanese str., 1,633, S. Hibi, 30th December—Moji 24th December, Coal—Mitsui Bussan Kaisha.
 OTARU MARU, Japanese str., 1,970, T. Yoshioka, 25th December—Moji 22nd December, Coal—Nippon Yusen Kaisha.
 PRUMFENG, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice—Chinese.
 PROMETHEUS, Norwegian str., 1,014, O. Heim, 1st January—Bangkok, 23rd December, General—Order.

PASSENGERS.

ARRIVED.

Per Kuttang, from Calcutta, for Hongkong, Mr. Donathorne.
 Per Oleg, from Kinohon, for Hongkong, Mr. B. Picomel.

DEPARTED.

Per Atsuta Maru, for Japan, etc., Mr. Elmore, Mr. Kiddle, Mr. Boxall, Dr. Suzuki, Mr. Bergman, Mr. Dwyer, Dr. Butler, Mr. Gourden, Mr. R. Kay, Mr. and Mrs. McDermid and infant, Mr. Fukumori, Mr. Kempf, Mr. Laing, Mr. Karlen, Mr. Ukita, Mr. Ohtakara, Mrs. Bowden, Master Bowden, Messrs. Bien, H. Togawa, Deng, Yasuda, Black, Martin, Beun, W. Rossiter, Smeaton, S. Iwaki, T. Kawamura, Otsu, Satow, Ashikaga, Wagnien, Mrs. Iwakoshi, Miss Fairley, Mrs. Wagnien, Miss Lora, Sister Menold, Sister Coradini, Sister Chooco, Mr. Takahashi, and Mr.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. "Changsha," of the Australian Oriental Line, left Sydney for Hongkong via usual Australian and Philippine ports on December 24th, and may be expected to arrive on or about January 18th.

LATEST STEAMER MOVEMENT.

The P. & O. str. "Nore" left Singapore for this port on the 2nd instant, morning, with the onward English Mail, and is due here on the 7th instant at about

NOTICES TO CONSIGNEES

S.S. "PORTHOS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th January, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 15th January, or they will not be recognized.

All damaged packages will be examined on Friday, 7th January, at 10 A.M.

No Fire Insurance has been effected.
 P. THOMAS, Agent, Hongkong, 2nd January, 1916. [2]

T. KUSUMOTO, MANAGER.

